

REPORT NO. [REDACTED]

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# INFORMATION REPORT

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REPORT NO.

COUNTRY USSR (Stalingrad Oblast)

SUBJECT Stalingrad Airfields

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INFO.

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1. An airfield was on a plateau, 4 to 6 km southwest of Begetovka (48°35'N/44°25'E), a suburb south of Stalingrad (48°45'N/44°20'E), Stalingrad Oblast. \*
2. Flying with multi-engine aircraft and regular parachuting in groups of 50 or more parachutists was observed over the field up to March 1948.
3. A large airfield was about 3½ km southwest of the Begetovka Plant No 92. \* Parachute jumps from biplanes were practiced both day and night. Towed cargo gliders, and fighters firing at sleeve targets, were seen over the field.
4. An airfield was southwest of the Begetovka power plant. \* Transports, used for towing cargo gliders, were parked at the field.
5. All-day exercises in towing and releasing of cargo gliders by transports were observed every day. The aircraft usually flew in a formation of 12 cargo gliders, each one being towed by two transports. \* One parachutist with a yellow parachute would jump from one tow plane.
6. Much flying was observed in all weather, sometimes at night also, over the airfield northwest of Stalingrad. Individual and formation flying was done with IL-4s and Yak-4s, mostly with the latter type. Parachute jumps, presumably from the IL-4, were made every evening during the summer of 1948. Four or five parachutists jumped together from an altitude of 800 to 1,200 meters. There

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were training flights with U-2s and, in August 1948, landing of a formation of Do-217. The "beam cross" was still to be seen on the fuselages of some planes. \*\*

7. The airfield west of Stalingrad, south of the railroad line to Rostov, had a good grass cover but there were no runways or taxiways. \*\*\* A two-story airport building, about 25 x 50 meters, and at its side a small storehouse, were on the northeast edge of the field. An underground tank installation was in front of the first building. The fuel containers were not yet covered with earth. No other buildings were seen. There was a railroad connection to the railroad line leading to Rostov.
8. The field was a commercial airfield where scheduled air traffic was conducted. Twin-engine Douglas planes were parked in front of the airport building.

25X1A\* ☐ Comment.

The airfield southwest of Megetovka was occupied by a parachute and air landing school equipped with transports, U-2s and cargo gliders prior to the last observation in August 1948. The information that two transports towed one cargo glider would indicate that the gliders were very large. It is, however, possible that this information is based on an error in observation. One transport possibly towed two cargo gliders.

25X1A\* ☐ Comment. It is assumed that reference is made to the airport just southwest of the Red October Plant. The observations made at the field cannot be checked for lack of comparable information but are considered extremely dubious. As the Do-217 type aircraft was not employed on the eastern front during the war the aircraft concerned were probably captured in the Soviet Zone of Germany and shipped to the Soviet Union.

25X1A\* ☐ Comment. This airfield is known from wartime records. It is apparently being used as a commercial airfield.

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